

March 3, 1925.

[H. R. 11472.]

[Public, No. 585.]

CHAP. 467.—An Act Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

River and harbor
improvements.
Works authorized.
Apte, p. 930.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following works of improvement are hereby adopted and authorized, to be prosecuted under the direction of the Secretary of War and supervision of the Chief of Engineers, in accordance with the plans recommended in the reports hereinafter designated:

Saco River, Me.

Saco River, Maine, in accordance with the report submitted in House Document Numbered 477, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document.

Glencove Creek, N. Y.

Glencove Creek, New York, in accordance with the report submitted in House Document Numbered 207, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Hudson River, N. Y.

Hudson River, New York, in accordance with the report submitted in House Document Numbered 350, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Channel at Weehawken and Edgewater, N. J.

Hudson River Channel at Weehawken and Edgewater, New Jersey, in accordance with the report submitted in House Document Numbered 313, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Flushing Bay and Creek, N. Y.

Flushing Bay and Creek, New York, in accordance with the report submitted in House Document Numbered 124, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Delaware River, Pa. and N. J.

Delaware River, between Philadelphia, Pennsylvania, and Trenton, New Jersey, in accordance with the report submitted in House Document Numbered 228, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Wilmington, Del.
Plans may be modified.

Wilmington Harbor, Delaware: The Secretary of War is hereby authorized to modify the plans for the improvement of Wilmington Harbor in accordance with the report of the Chief of Engineers to the Secretary of War, dated December 20, 1923, as submitted in Senate Committee on Commerce print, Sixty-eighth Congress, first session, the provisions of which report shall apply from and after September 22, 1922.

Salem River, N. J.

Salem River, New Jersey, in accordance with the report submitted in House Document Numbered 110, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Cambridge, Md.

Cambridge Harbor, Maryland, in accordance with the report submitted in House Document Numbered 210, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Crisfield, Md.

Crisfield Harbor, Crisfield, Maryland, in accordance with the report submitted in House Document Numbered 355, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Onancock River, Va.

Onancock River, Virginia, in accordance with the report submitted in House Document Numbered 219, Sixty-eighth Congress, first session.

Norfolk, Va.

Norfolk Harbor, Virginia: Channels in southern and eastern branches of the Elizabeth River in accordance with the report submitted in House Document Numbered 226, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Waterway, Norfolk, Va., to Beaufort Inlet, N. C.

Purchase of Lake Drummond Canal.

Inland waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina: The Secretary of War is hereby authorized to purchase, as a part of said waterway, the existing Lake Drummond Canal, together with all property rights and franchises appertaining thereto,

at a price of not to exceed \$500,000, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 5, Sixty-seventh Congress, second session.

Beaufort Harbor, North Carolina, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 8, Sixty-eighth Congress, second session.

Waterway between Charleston, South Carolina, and Saint Johns River, Florida: In accordance with the report submitted in Senate Document Numbered 178, Sixty-eighth Congress, second session, and subject to the conditions set forth in said documents.

Waterway from Charleston to Winyah Bay, South Carolina, in accordance with the report submitted in House Document Numbered 237, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Shipyard Creek, South Carolina, in accordance with the report submitted in House Document Numbered 288, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Fernandina Harbor, Florida, in accordance with the report submitted in House Document Numbered 227, Sixty-eighth Congress, first session.

Miami Harbor, Florida, in accordance with the report submitted in House Document Numbered 516, Sixty-seventh Congress, fourth session, and subject to the conditions set forth in said document.

Charlotte Harbor, Florida, in accordance with the report submitted in House Document Numbered 113, Sixty-sixth Congress, first session.

Bayou La Batre, Alabama, in accordance with the report of the Board of Engineers for Rivers and Harbors submitted in Rivers and Harbors Committee Document Numbered 4, Sixty-eighth Congress, first session, and subject to the conditions set forth in said report, except as to the conditions requiring local interests to contribute toward the first cost of said project.

The Louisiana and Texas Intracoastal Waterway, from the Mississippi River at or near New Orleans, Louisiana, to Galveston Bay, Texas, in accordance with the report submitted in House Document Numbered 238, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That the amount hereby authorized to be expended upon said project shall not exceed the sum of \$9,000,000: *Provided further*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement: *Provided further*, That not more than two Government dredges shall be constructed for use in prosecuting this project.

Sabine-Neches waterway, Texas.—The modification of the project recommended in House Document Numbered 234, Sixty-eighth Congress, first session, is hereby authorized.

Houston Ship Channel, Texas, in accordance with the report submitted in House Document Numbered 93, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Freeport Harbor, Texas, in accordance with the report submitted in Rivers and Harbors Committee, Document Numbered 10, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document.

Galena River, Illinois: Funds for the removal of the dams in the Galena River which were rendered useless by the abandonment of the Galena River Lock, under authority of the River and Harbor Act of September 22, 1922, may be allotted from appropriations heretofore or hereafter made by Congress for the improvement, preservation, and maintenance of rivers and harbors.

Beaufort, N. C.

Waterway, Charleston, S. C., and Saint Johns River, Fla.

Waterway, Charleston to Winyah Bay, S. C.

Shipyard Creek, S. C.

Fernandina, Fla.

Miami, Fla.

Charlotte, Fla.

Bayou La Batre, Ala.

Louisiana and Texas Intracoastal Waterway.

Provides. Expenditure limited.

No expense for lands.

Number of dredges limited.

Sabine-Neches Waterway, Tex. Project modified.

Houston Ship Channel, Tex.

Freeport, Tex.

Galena River, Ill. Removal of dams, etc., at lock. Vol. 42, p. 1042.

Mississippi River.
Nauvoo, Ill.

Mississippi River, between Missouri River and Minneapolis, Minnesota: At Nauvoo, Illinois, in accordance with the report submitted in House Document Numbered 112, Sixty-eighth Congress, first session.

Fort Madison, Iowa.

Mississippi River, between Missouri River and Minneapolis, Minnesota: At Fort Madison, Iowa, in accordance with the report submitted in House Document Numbered 96, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Saint Louis to Minneapolis.

The improvement of the Mississippi River from the northern boundary of the city of Saint Louis to Minneapolis, Minnesota, in accordance with the existing project with a view to securing a permanent navigable channel with a minimum depth of six feet and a minimum width of two hundred feet, with a reasonable additional width around the bends in said river.

Missouri River.
From mouth to Quindaro Bend.

The improvement of the Missouri River from its mouth to the upper end of Quindaro Bend in accordance with the existing project with a view to securing a permanent navigable channel with a minimum depth of six feet and a minimum width of two hundred feet, with a reasonable additional width around the bends in said river.

Tennessee River.
Dam No. 2, to
Florence Bridge, Ala.
Provisos.
Modifications allowed.

Tennessee River from Dam Numbered 2 to Florence Bridge, Alabama, in accordance with the report submitted in House Document Numbered 1262, Sixty-fourth Congress, first session: *Provided*, That the Secretary of War may, in his discretion, make such modifications in the plans presented in the said report as he may deem advisable in the interest of navigation: *Provided further*, That funds for the prosecution of this work may be allotted from appropriations heretofore or hereafter made by Congress for the improvement, preservation, and maintenance of rivers and harbors.

Funds available.

Tennessee River,
etc., N. C., Tenn., Ala.
and Ky.
Completion of survey.
Vol. 42, p. 1040.

Tennessee River and tributaries, North Carolina, Tennessee, Alabama, and Kentucky: The completion of the survey recommended in House Document Numbered 319, Sixty-seventh Congress, second session, is hereby authorized at a cost not to exceed \$315,800 in addition to the amount authorized in the River and Harbor Act approved September 22, 1922. That funds for the prosecution of this work may be allotted from appropriations heretofore or hereafter made by Congress for the improvement, preservation, and maintenance of rivers and harbors.

Allotments for.

Green Bay, and Fox
River, Wis.

Green Bay Harbor and Fox River, Wisconsin, in accordance with the report submitted in House Document Numbered 294, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Muskegon, Mich.

Muskegon Harbor, Michigan, in accordance with the report submitted in House Document Numbered 494, Sixty-seventh Congress, fourth session.

Frankfort, Mich.

Frankfort Harbor, Michigan, in accordance with the report submitted in House Document Numbered 208, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Indiana Harbor, Ind.
Project modified.
Vol. 40, p. 1283.

That the Secretary of War is authorized to modify the project adopted in the River and Harbor Act of March 2, 1919, for the improvement of Indiana Harbor, Indiana, so far as the same relates to the length and alignment of breakwaters, and he is further authorized to sell to the Youngstown Sheet and Tube Company approximately one thousand one hundred and eighty lineal feet of the shoreward end of the existing north breakwater for the sum of \$90,000 and apply the said sum to the extension of the east breakwater.

Sale of part of breakwater, authorized.

Great Sodus Bay
Harbor, N. Y.

Great Sodus Bay Harbor, New York, in accordance with the report submitted in House Document Numbered 192, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Black Rock Channel and Tonawanda Harbor, New York, in accordance with the report submitted in House Document Numbered 289, Sixty-eighth Congress, first session.

Black Rock Channel and Tonawanda Harbor, N. Y.

Los Angeles and Long Beach Harbors, California, in accordance with the report submitted in House Document Numbered 349, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That the amount hereby authorized to be expended shall not exceed the sum of \$6,500,000: *Provided further*, That the Secretary of War is hereby authorized to allow credit, in such amount as may be determined as equitable by the Chief of Engineers, to local interests for such work as they may hereafter do in the construction of the breakwater if such work has been approved by the Chief of Engineers prior to its commencement and is in accordance with this project.

Los Angeles and Long Beach Harbors, Calif.

Provisos.
Expenditures limited.

Credit allowed local interests for construction work.

San Diego Harbor, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 2, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

San Diego, Calif.

Oakland Harbor, California: The second proviso of the item contained in the river and harbor Act approved September 22, 1922, adopting a new project for the improvement of Oakland Harbor, California, is hereby amended to read as follows:

Oakland, Calif.
Vol. 42, p. 1040, amended.

Guarantees required for removal of bridges.

"Provided further, That no work shall be done above the Webster Street and Harrison Street Bridges until the Secretary of War and the Chief of Engineers shall have received satisfactory guarantees that those bridges will be removed or so altered, in accordance with plans approved by them, as to provide suitable facilities for navigation."

Petaluma Creek, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 3, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Petaluma Creek, Calif.

Siuslaw River, Oregon, in accordance with the report submitted in Senate Committee Document Numbered 1, Sixty-eighth Congress, first session.

Siuslaw River, Ore.

Tillamook Bay and Bar, Oregon, in accordance with report submitted in House Document Numbered 562, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document, except as to the conditions requiring local interests to contribute toward the first cost of said project.

Tillamook Bay and Bar, Ore.

Columbia and lower Willamette Rivers below Vancouver, Washington, and Portland, Oregon: The Columbia River between the mouth of Willamette River and Vancouver in accordance with the report submitted in House Document Numbered 126, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Columbia River.
From mouth of Willamette to Vancouver, Wash.

Deep River, Washington, in accordance with the report submitted in House Document Numbered 218, Sixty-eighth Congress, first session.

Deep River, Wash.

Port Orchard Bay, Washington, in accordance with the report submitted in House Document Numbered 109, Sixty-eighth Congress, first session.

Port Orchard Bay, Wash.

Seattle Harbor, Washington: Duwamish Waterway, in accordance with the report submitted in House Document Numbered 108, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That the Secretary of War is hereby authorized to allow credit to local interests for such work as they may have done upon this project subsequent to June 27, 1922, in so far as the same shall be approved by the Chief of Engineers and

Seattle, Wash.
Duwamish Waterway.

Proviso.
Local interests credited for work done.

found to have been done in accordance with the project hereby adopted.

Cowlitz River,
Wash.

Cowlitz River, Washington: Survey, in accordance with the report submitted in House Document Numbered 225, Sixty-eighth Congress, first session.

Wrangell Narrows,
Alaska.

Wrangell Narrows, Alaska, in accordance with the report submitted in House Document Numbered 179, Sixty-seventh Congress, second session, and subject to the conditions set forth in said document. It is understood and provided that no greater sum than \$500,000 shall be expended on this project until specifically authorized by law.

Limitation.

Hilo Harbor, Hawaii.

Hilo Harbor, Hawaii, in accordance with the report submitted in House Document Numbered 235, Sixty-eighth Congress, first session.

Ponce Harbor, P. R.

Ponce Harbor, Porto Rico, in accordance with the report submitted in House Document Numbered 532, Sixty-seventh Congress, fourth session, and subject to the conditions set forth in said document.

Wabash River, Ill.,
and Ind.
Lock and dam at
Grand Rapids, re-
pealed.

Proviso.
Removal of section
authorized.

SEC. 2. That the provisions of river and harbor acts heretofore passed providing for the prosecution of work upon the construction of a lock and dam at Grand Rapids, on the Wabash River, Illinois and Indiana, are hereby repealed: *Provided*, That sufficient funds may be allotted, from appropriations heretofore or hereafter made by Congress for the improvement, preservation, and maintenance of rivers and harbors, for the removal of a section of the dam, as recommended in House Document Numbered 427, Sixty-fourth Congress, first session.

Muskingum River.
Repairing levee at
Zanesville, Ohio.

For repairing the levee at Dam Numbered Ten in the Muskingum River, at Zanesville, Ohio, the Secretary of War is authorized and directed to use not exceeding \$5,735 from appropriations heretofore or hereafter made by Congress for the improvement, preservation, and maintenance of rivers and harbors.

Estimate to be sub-
mitted of cost of exam-
inations of navigable
streams for power de-
velopment, etc.

SEC. 3. The Secretary of War, through the Corps of Engineers of the United States Army, and the Federal Power Commission are jointly hereby authorized and directed to prepare and submit to Congress an estimate of the cost of making such examinations, surveys, or other investigations as, in their opinion, may be required of those navigable streams of the United States, and their tributaries, whereon power development appears feasible and practicable, with a view to the formulation of general plans for the most effective improvement of such streams for the purposes of navigation and the prosecution of such improvement in combination with the most efficient development of the potential water power, the control of floods, and the needs of irrigation: *Provided*, That no consideration of the Colorado River and its problems shall be included in the consideration or estimate provided herein.

Proviso.
Colorado River ex-
cluded.

River and harbor
laws.
Vol. 41, p. 1014,
amended.

SEC. 4. That section 6 of the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June 5, 1920, be, and the same is hereby, amended to read as follows:

Compilation of, to
include 2d session 68th
Congress.

"SEC. 6. That the laws of the United States relating to the improvement of rivers and harbors, passed between March 4, 1913, until and including the laws of the second session of the Sixty-eighth Congress, shall be compiled under the direction of the Secretary of War and printed as a document, and that six hundred additional copies shall be printed for the use of the War Department."

Expenses in lieu of
per diem allowed for
aerial surveys.

SEC. 5. To cover actual additional expenses to which fliers are subjected when making aerial surveys, hereafter a per diem of \$7 in lieu of other travel allowances shall be paid to officers, warrant

officers, and enlisted men of the Army, Navy, and Marine Corps for the actual time consumed while traveling by air, under competent orders, in connection with aerial surveys of rivers and harbors, or other governmental projects, and a per diem of \$6 for the actual time consumed in making such aerial surveys, to be paid from appropriations available for the particular improvement or project for which the survey is being made: *Provided*, That not more than one of the per diem allowances authorized in this section shall be paid for any one day.

Hereafter, when in the opinion of the Secretary of War the changes of a station of an officer of the Corps of Engineers is primarily in the interest of river and harbor improvement, the mileage and other allowances to which he may be entitled incident to such change of station may be paid from appropriations for such improvements.

SEC. 6. Payments heretofore made by disbursing officers from Engineer Department appropriations to per diem employees of that department for work performed in excess of four hours on the Saturday half holidays provided for by Executive Orders of June 9, 1914, and August 4, 1920, are hereby legalized, and the General Accounting Office is hereby authorized and directed to allow credit for such payments in the accounts of said officers.

SEC. 7. The Chief of Engineers is directed to make a report upon all river and harbor projects heretofore adopted, the further improvement of which under present conditions is undesirable or in which curtailment of the plans or projects should be made.

SEC. 8. That the Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities and a sufficient sum to pay the cost thereof may be allotted from appropriations heretofore made, or to be hereafter made, for examinations, surveys, and contingencies for rivers and harbors: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted no supplemental or additional report or estimate shall be made unless authorized by law: *And provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law:

Portland Harbor, Maine.

Gotts Island Channel, Maine.

Nantucket Harbor, Massachusetts, with a view to securing a channel from the head of the harbor to the ocean.

Nantucket Sound, with the view to the removal of shoals in the vicinity of Cross Rip Shoal Light.

Edgartown Harbor, Massachusetts.

Gay Head, Marthas Vineyard, Massachusetts.

Dorchester Bay and Neponset River, Massachusetts, with a view to securing a channel thirty feet in depth and of suitable width to Squantum.

Boston Harbor, Massachusetts, with a view to the elimination of the bend to the eastward of Finns Ledge at the entrance of Broad Sound Channel.

Weymouth Fore River, Massachusetts, from Hingham Bay to Quincy.

Proviso.
Limitation.

Mileage, etc., on change of station, payable from improvements appropriations.

Payments for excess work on half holidays legalized.

General Accounting Office to credit officers making.

Report on undesirable authorized projects directed.

Preliminary examinations, etc., authorized.
Allotment of cost.

Provisos.
Specific authority required.

Supplementary reports restricted.

No project authorized until appropriation made.

Maine.

Massachusetts.

Shore at and near West Chop, Marthas Vineyard, Massachusetts, with a view to preventing its erosion.

Salem Harbor, Massachusetts.

Connecticut.

Housatonic River, Connecticut, up to the dam at Shelton, Connecticut.

Quinnipiac River, Connecticut, from the new Tomlinson Bridge up to Lewis Bridge.

New Haven Harbor, Connecticut, with a view to the construction of a harbor of refuge in Morris Cove.

Park River, Connecticut, up to Front Street, in Hartford.

Rhode Island.

Harbor of Bristol, Rhode Island, with a view to deepening the same to the depth of thirty feet.

Quonochontaug Inlet, Rhode Island.

New York.

Hudson River, New York, with a view to deepening the channel in and near Haverstraw Bay.

Hudson River, New York, with a view to removing rock in front of the town of Poughkeepsie.

Hudson River, New York, below Hudson.

South Jamesport Harbor, New York.

Mill River, New York.

Fort Pond Bay, New York.

Hempstead Harbor, New York.

Mattituck Harbor, New York.

Tarrytown Harbor, New York.

Swan River, Long Island, New York.

Ship canal or connecting waterway from Flushing Bay or the headwaters of Newtown Creek to Jamaica Bay.

Three Mile Harbor and Gardiners Bay, New York.

Debs Inlet, New York.

East Rockaway Inlet, New York.

Manhasset Bay, New York.

Freeport Creek, New York.

Jones Inlet, New York.

Long Beach Channel, New York.

Hudson River at Ossining, New York.

Peekskill Harbor, New York.

New Jersey.

Hackensack River, New Jersey, from the Central Railroad Hackensack River Bridge to a point about two thousand feet north of the Delaware, Lackawanna and Western Railroad Bridge with a view to securing a depth of thirty feet with suitable width.

Raritan River, New Jersey, from natural deep water up to the west side of the Great Bend with a view to providing a suitable harbor with a channel depth of thirty feet.

West side of Raritan Bay, New Jersey, including the Perth Amboy Point section, with a view to providing a suitable harbor with a channel depth of thirty feet.

Maurice River, New Jersey, with a view to improvement of the entrance channel.

Delaware.

Leipsic River, Delaware.

Little River, Delaware.

New Jersey.

Delaware River, New Jersey, in the vicinity of Camden.

Absecon Inlet, New Jersey.

Shore near Cold Spring Inlet, New Jersey, with a view to preventing its erosion.

Smiths Creek, New Jersey.

Maryland.

Wicomico River, Wicomico County, Maryland.

Honga River and Tar Bay (Barren Island Gaps), Maryland.

Choptank River, Maryland.

Elk River, Maryland.

Baltimore Harbor and Channels, Maryland.
Twitch Cove to Ewell, Maryland.

Potomac River: The water front on the north side of Washington Channel, District of Columbia, with the view of surveying same and preparing and submitting plans and estimates of cost for the construction of an adequate terminal or terminals which would provide appropriate facilities for water transportation and for interchange of traffic between vessels and the railroads and highways, respectively, including any recommendations which may be deemed advisable for coordinating the full commercial use of said water front and the approaches, with the beautification thereof.

Potomac River, D.C.
Washington Channel.

Nansemond River, Virginia, including the Western Branch thereof.

Virginia.

Norfolk Harbor, Virginia, with a view to deepening, widening, and extending the channel in the Western Branch of Elizabeth River.

Scotts Creek, Portsmouth, Virginia.

York River, Virginia, and thence up the Pamunkey River to a point near and above West Point.

Pungoteague Creek, Virginia.

Nandua Creek, Virginia.

Occohannock Creek, Virginia.

Monroe Bay and Creek, Virginia.

Channel from Newport News Channel, Virginia, to Municipal Boat Harbor in Newport News.

Horn Harbor, Virginia, and channel leading into the deep waters of Mobjack Bay.

Cockrells Creek, Virginia.

Pokety Creek, a branch of North Landing River, Virginia, Mill Creek, Virginia.

Bradfords Bay, Accomac County, Virginia.

Lumber River, North Carolina and South Carolina.

North Carolina.

Morehead City Harbor, North Carolina.

South River to Sloans Bridge, North Carolina.

Neuse River, North Carolina, from New Bern to Raleigh.

Edenton Harbor, North Carolina.

Belhaven Harbor, Belhaven, Beaufort County, North Carolina.

Beaufort Harbor and Beaufort Inlet, North Carolina.

Knobs Creek, North Carolina.

Newport River, North Carolina.

Cashie River, North Carolina, below Windsor.

Mouths of Roanoke River and Mackay Creek, North Carolina.

Channel beginning at the mouth of Manteo Bay, North Carolina, and thence southwardly via Roanoke Sound to the main channel in Pamlico Sound.

Lockwood Folly River, North Carolina.

Elizabeth River, North Carolina.

Channels from the inland waterway, Beaufort, North Carolina, beginning at a point where Gallants Channel connects with the inland waterway (PS to BI Channel), and via Gallants Channel and in front of the town of Beaufort through Bulkhead Shoal to the main inlet, with a view to providing a depth of twelve feet with suitable width.

Shallotte River, North Carolina, from Whites Landing to the town of Shallotte.

North River, Carteret County, North Carolina.

Mudd Slue, North Carolina, from Corncake Inlet to the Cape Fear River.

Smiths Creek, North Carolina, with a view to securing a channel ten feet deep and suitable width to the wharves at Oriental.

- South Carolina. Port Royal Harbor and Beaufort River, South Carolina.
Charleston Harbor, South Carolina.
- Georgia. Savannah River, Georgia, from the foot of Kings Island to the Coastal Highway Bridge.
Oconee River, Georgia.
Ocmulgee River, Georgia.
The Altamaha River System, Georgia, with a view to improvement for navigation in cooperation with local interests.
North Newport River, Georgia, with a view to the deepening and improvement of such river.
- Florida. Manatee River, Florida.
Taylor Creek, Florida, in Okeechobee County.
Cedar Keys Harbor and Channel, Florida.
Wekiva River, Florida.
Sarasota Inlet, Florida.
Homosassa River, Florida.
Onosohatchee River, Florida.
Saint Cloud Canal, Florida, connecting the lake at Saint Cloud with the lake at Kissimmee.
Peace River, Florida, from Punta Gorda to Bartow.
Canal from Waldo, Florida, into Lake Alto, and from Lake Alto to Little Lake Santa Fe.
Key West Harbor, Florida, on the north and west water front, with a view to deepening the channel along the docks to thirty feet, and from Whitehead Spit Buoy to the Florida East Coast Railway terminal docks.
Channel entering Pensacola Harbor, Florida, with a view to improving it to a depth of forty feet.
From the headwaters of Oklawaha River, Florida, and Lake Griffin to Lake Tohopekaliga, through Lake Apopka and other lakes, connecting the Oklawaha River system with the Kissimmee River system.
Canaveral Harbor, Florida.
Melbourne Harbor and Inlet, Florida.
New River Inlet, Florida.
Fort Pierce Inlet, Florida.
Kissimmee River, Florida.
Saint Augustine Harbor, Florida.
Tampa Harbor, Florida, with a view to widening the Ybor Estuary Channel.
Pithlachascotee River, Florida.
Anclote River, Florida.
Fenholloway River, Florida.
Crystal River, Florida.
Mosquito Inlet, Florida.
Channel connecting Pine Island Sound with Captiva Island and Caloosahatchee River, Florida.
- Inland waterway.
Louisiana, Florida, and Georgia. Inland waterway from New Orleans, Louisiana, to Apalachicola River, Florida, and the Apalachicola and Chattahoochee Rivers to Columbus, Georgia, with a view to securing a depth suitable to the economical operation of self-propelled barges.
- Pensacola to Mobile Inland waterway from Pensacola Bay, Florida, to Mobile Bay, Alabama.
- Georgia. Flint River, Georgia.
- Alabama. Mobile Harbor, Alabama, with a view to securing increased depth and width in the channels through the bar, bay, and river.
- Mississippi. Biloxi Harbor, Mississippi.
Gulfport Harbor, Mississippi.
- Louisiana. West Pearl River, Holmes Bayou and East Pearl River, Louisiana and Mississippi.

- Pass Manchac, Louisiana.
- Bayou Des Ourse, Louisiana.
- West Fork of Bayou Chene, Louisiana, known as Bayou Crook Chene, with a view to opening this waterway to navigation by the removal of drift and snags.
- Mississippi River, Louisiana, between Baton Rouge and New Orleans.
- Sabine-Neches Waterway and Port Arthur Canal, from Orange and Beaumont, Texas, to the Gulf. Texas.
- Brazos Island Harbor, Texas.
- Channel from Galveston Harbor to Texas City, Texas.
- Colorado River, Texas.
- Galveston Channel, Texas.
- Guadalupe River, Texas.
- Red River, Arkansas and Louisiana, from Fulton to the mouth. Arkansas.
- Spring River, Arkansas.
- Arkansas River, Arkansas, beginning at the Broadway Bridge in the city of Little Rock and extending two and one-half miles down the said river to determine if the caving of the right bank of the river at that point may be prevented, either by dikes or revetment.
- Boggy River, Oklahoma. Oklahoma.
- Rock Island and Moline Harbors, Illinois. Illinois.
- White River, and West Fork of White River, Indiana, up to Indianapolis.
- Big Muddy River, Illinois.
- Headwaters of the Mississippi River above Pimidji, Minnesota. Minnesota.
- Mississippi River from Minneapolis to Lake Pepin, with a view to improvement by the construction of locks and dams.
- Saint Croix River from Stillwater, Minnesota, to its mouth.
- Lake City Harbor, Minnesota.
- Cass Lake and Leech Lake, Minnesota.
- Allegheny River, Pennsylvania and New York, with a view to enlarging the present adopted project for the improvement of said river. Pennsylvania and New York.
- Youghiogheny River, Pennsylvania, up to Fifteenth Street, McKeesport. Pennsylvania.
- Ohio River in the vicinity of Evansville, Indiana. Ohio River.
- Ohio River, with a view to the construction of an ice pier on the south side of said river in the vicinity of Covington and Newport, Kentucky.
- Bear Creek, Kentucky.
- Duluth-Superior Harbor, Minnesota and Wisconsin, with a view of deepening the channels at and near the entrance of Tower Bay at its junction with Howard's Bay. Duluth - Superior Harbor, Minn. and Wis.
- Algoma Harbor, Wisconsin. Wisconsin.
- Two Rivers Harbor, Wisconsin.
- Fox River and connecting waters from Green Bay, Wisconsin, to Portage; the Portage Canal; and the Wisconsin River; with a view to providing a waterway nine feet deep from Green Bay to the Mississippi River.
- Stockbridge Harbor, Wisconsin.
- Highcliff Harbor, Lake Winnebago, Wisconsin.
- Green Bay Harbor, Wisconsin, with a view to widening and straightening the outer channel.
- Oconto Harbor, Wisconsin, with a view to providing a depth of eighteen feet.
- Strawberry Passage, Green Bay, Wisconsin.
- Chicago River and its branches, to determine whether fixed bridges should be permitted and, if permitted, what clearances for navigation should be observed in their construction. Chicago River, Ill.

- Illinois River. Illinois River, Illinois, with a view to protecting the bank at the northern part of the town of Naples.
- Michigan. Holland Harbor and Black Lake, Michigan.
Grand Haven Harbor and Grand River, Michigan.
- Great Lakes, Duluth to Buffalo. Great Lakes from Duluth, Minnesota, to Buffalo, New York, with a view to such improvements as may be required for a through channel suitable for vessels drawing twenty feet at lake stages corresponding to a Lake Huron level of 578.5 feet above mean sea level.
- Ohio. Michigan City Harbor, Indiana.
Sandusky Harbor, Ohio.
The outer harbor of Fairport Harbor, Ohio, with a view to extending the breakwater and making such other improvements as may be necessary to the enlargement of the harbor.
Inner harbor at Lorain, Ohio.
- Great Lakes to Hudson River. Deeper waterway from the Great Lakes to the Hudson River suitable for vessels of a draft of twenty or twenty-five feet: Preliminary examination and survey to be made by a board of Engineer officers providing said Board of Engineers shall make use, so far as applicable, of existing data and shall make its report on or before May 1, 1926.
- New York. Charlotte Harbor, New York.
Saint Lawrence River, between Ogdensburg, New York, and Lake Ontario.
Ogdensburg Harbor, New York.
Morristown Harbor, New York.
- California. San Diego Harbor, California.
Channel from Redwood City, California, to the main channel in San Francisco Bay, with a view to securing a depth of thirty feet and width of three hundred feet.
Sacramento River and tributaries, California, with a view to protecting the navigable channel of the Sacramento River from deposits from the melting glaciers of Mount Shasta.
Harbor at San Francisco, California.
Humboldt Harbor and Bay, California.
Oakland Harbor, California.
Petaluma Creek, California.
Klamath River, California.
Crescent City Harbor, California.
- Oregon. Coquille River bar and entrance, Oregon.
Yaquina Bay and entrance, Oregon.
Umpqua Harbor and River, Oregon.
Port Orford Harbor, Oregon.
Skipanon Channel, Oregon.
Coos Bay, Oregon.
Columbia River, above and below the city of Kalama, Washington, with a view to providing a ship channel to the wharves at Kalama, Washington.
- Washington. Columbia and lower Willamette Rivers, between Portland, Oregon, and the sea, with view to deepening and widening the channel.
Columbia River, from Tongue Point base, Astoria, Oregon, to its mouth.
Snake River, Idaho and Washington, with a view to its canalization to Shoshone Falls.
Quillayute River, Washington.
Grays Harbor, Washington.
Grays River, Washington.
Bellingham Harbor, Washington, with a view to the removal of Star Rock.
Duwamish Waterway, Seattle Harbor. Washington, above Fourteenth Street.

Willapa Harbor, Washington.
 Port Angeles Harbor, Washington.
 Chehalis River, Washington.
 Olympia Harbor, Washington.
 Saxman Harbor, Tongass Narrows, Alaska.
 Hyder Harbor, Alaska.
 Ketchikan Creek, Alaska.
 Port Alexander, Alaska.
 Wrangell Harbor, Alaska, with a view to the extension of the breakwater.

Alaska.

Yukon River, near Fort Yukon, Alaska.
 Yukon River, near Holy Cross, Alaska.
 Resurrection Bay breakwater or harbor of refuge, Alaska.
 Honolulu Harbor, Kalihi Harbor, and connecting channels, Hawaii.

Hawaii.

Mayaguez Harbor, Porto Rico.

Porto Rico.

Arecibo Harbor, Porto Rico.

San Juan Harbor, Porto Rico.

SEC. 9. That the Secretary of War is authorized to appropriate and use for the improvement of Coos Bay Harbor, Oregon, the rock lying in lots 2 and 3 of section 11, township 31 south, range 12 west, Willamette meridian.

Coos Bay, Oreg.
 Use of rocks for improvements.

SEC. 10. That the Secretary of War is hereby authorized to modify, from time to time, the harbor lines at Newport Harbor, California, established in pursuance of section 3 of the River and Harbor Act of July 27, 1916: *Provided*, That in his opinion such modification will not injuriously affect the interests of navigation.

Newport, Calif.
 Modifying harbor lines.
 Vol. 39, p. 411.
Proviso.
 Condition.

SEC. 11. That whenever local interests shall offer to advance funds for the prosecution of a work of river and harbor improvement duly adopted and authorized by law the Secretary of War may, in his discretion, receive such funds and expend the same in the immediate prosecution of such work. The Secretary of War is hereby authorized and directed to repay without interest, from appropriations which may be provided by Congress for river and harbor improvements, the moneys so contributed and expended: *Provided*, That no repayment of funds which may be contributed for the purpose of meeting any conditions of local cooperation imposed by Congress, nor under the authority of section 4 of the River and Harbor Act, approved March 4, 1915, shall be made.

Acceptance of funds from local interests for immediate use on authorized work.

Repayment.

Proviso.
 Restriction on repayment.

Vol. 38, p. 1053.

SEC. 12. The agreement entered into November 12, 1924, subject to ratification and approval by Congress, between the Chief of Engineers, United States Army, acting on behalf of the United States, and the Pennsylvania Railroad Company and Delaware Railroad Company, to provide for the reconstruction of the latter company's bridge across the Chesapeake and Delaware Canal, is hereby ratified and approved; and so much as may be necessary of the funds which have been or may be made available under the authority of Congress for improving inland waterway from Delaware River to Chesapeake Bay, Delaware and Maryland, shall be devoted to carrying out said agreement in accordance with the terms and tenor thereof.

Chesapeake and Delaware Canal.
 Agreement for reconstructing railroad bridge across, ratified.

Use of funds for purchase of canal.
 Vol. 40, p. 1277.

SEC. 13. That the Secretary of Agriculture is authorized to permit the War Department to take earth, stone, and timber from the national forests for use in the construction of river and harbor and other works in charge of that department, subject to such regulations and restrictions as he may prescribe.

Use of national forest earth, etc., authorized for construction.

SEC. 14. That the portion of Black Warrior River between Dam Numbered 17 and the junction of Locust and Mulberry Forks, in the State of Alabama, shall hereafter be known as Lake Bankhead.

Lake Bankhead, Ala.
 Portion of Black Warrior River named.

SEC. 15. The Secretary of War is authorized to cause to be made such modification and alterations of the National Research Building

National Research Building, D. C.
 Altering, etc., for district engineer's office.

at Nineteenth and B Streets northwest, Washington, District of Columbia, as may be necessary to fit it for occupancy as the office of the district engineer, Washington, District of Columbia, and to expend therefor a sum not to exceed \$20,000, to be paid pro rata from appropriations heretofore made by Congress for maintenance and improvement of existing river and harbor works, for increasing water supply, District of Columbia, and for reclamation of Anacostia River and Flats, District of Columbia.

Yuma irrigation project, Ariz. and Calif.

Reclamation fund for to be reimbursed for work on Colorado River adjacent thereto.

SEC. 16. (a) That there is hereby authorized to be appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, the sum of \$650,000, or so much thereof as may be necessary, to reimburse the reclamation fund for the benefit of the Yuma Federal irrigation project in Arizona and California for all costs, as found by the Secretary of the Interior, heretofore incurred and paid from the reclamation fund for the operation and maintenance of the Colorado River front work and levee system adjacent to said project.

Transfer to reclamation fund of amount for levee work, etc., fiscal year 1926.

(b) That there is hereby authorized to be appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, the sum of \$50,000, or so much thereof as may be necessary, to be transferred to the reclamation fund and to be expended under the direction of the Secretary of the Interior for the purpose of paying the operation and maintenance costs of said Colorado River front work and levee system adjacent to said Yuma project, Arizona-California, for the fiscal year ending June 30, 1926.

Annual amount authorized for maintaining Colorado River levee, etc.

(c) That there is hereby authorized to be appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, for the fiscal year ending June 30, 1927, and annually thereafter, the sum of \$35,000, or so much thereof as may be necessary, as the share of the Government of the United States of the costs of operating and maintaining said Colorado River front work and levee system.

Approved, March 3, 1925.

March 3, 1925.

[H. R. 11505.]

[Public, No. 586.]

CHAP. 468.—An Act Making appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1926, and for other purposes.

Executive and independent establishments appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Executive Office and sundry independent executive bureaus, boards, commissions and offices, for the fiscal year ending June 30, 1926, namely:

Executive.

EXECUTIVE OFFICE

Compensation.

COMPENSATION OF THE PRESIDENT AND VICE PRESIDENT

President.

For compensation of the President of the United States, \$75,000.

Vice President.
Post, p. 1301.

For compensation of the Vice President of the United States, \$12,000.

Office of the President.

OFFICE OF THE PRESIDENT

Secretary, and office personnel.

Salaries: For Secretary to the President, \$7,500; personal services in the office of the President in accordance with the Classification Act of 1923, \$85,260; in all \$92,760: *Provided*, That employees of the executive departments and other establishments of the executive branch of the Government may be detailed from time to

Proviso.
Details of employees.